BALTIMORE.

THURSDAY, MARCH 1, 1860

As a nomination by the Democratic caucus, in the present Legislature, may be considered as tantamount to an election, the return of Mr PEARCE to the UNITED STATES Senate may now be regarded as a sure thing. We are equally sure that we express the general sentiment of this community when we say that we are glad that it is so. Mr. PEARCE has deserved well of the State, and there was no reason to be given why he should be cast overboard to make room for a new man. The only objection that we have heard urged against his re-election, viz. the length of time that he has already served, was, in our eyes, an argument in his favor. He has been tried and not found wanting. His soundness upon all the great questions of the day, and his devotion to the interests of Maryland and of the country, cannot be questioned. In point of ability—as statesmen go now-a-days—Mr. PEARCE may claim to rank among the foremost of our public men. Why he should be set aside, then, would have been a hard question to answer, and we are glad that the Legislature has been spared the necessity of assigning a reason for so unwise a step. Nor will the gratification with which the news of Mr. PEARCE's re-nomination has been received here, be confined to this city or State. It will be shared extensively throughout the country, and be everywhere accepted as an earnest of the loyalty and conservatism of our people, who have known how fittingly to reward the eminent public services of an able and faithful Senator.

Among the numerous measures affecting public as well as private interests, now pending at Annapolis, and which, amid the press of more important matters, have almost escaped public attention, though otherwise well calculated to challenge not only the severest scrutiny, but the most strenuous opposition of this community, is one providing for an increase of the capital stock of the Northern Central Railway Company, from $2,260,000 to $8,000,000. A Bill to that effect has already passed the House of Delegates, and is made the order of the day in the Senate for to-day. It authorizes the President and Directors of the road to increase the capital stock of the Company, and to dispose of the new stock upon such terms and for such consideration as they may think proper. The amount of new stock which they are thus authorized to create is nearly six millions of dollars. This, according to the terms of the Bill, they may sell to whom they please, and for what they please. The power which such a provision confers upon the President and Directors is palpable and immense. They may sell the road out if they like, and to whom and for what they choose, or they may issue stock to an amount sufficient to give the entire control of the road to any speculators whom they may favor, and who may become the purchasers of the stock at the price which the President and Directors may name. It is a power too great to be given to the possessors of any franchise granted by the State, and for the public good. The ostensible reason for asking such a concession is the pecuniary necessities of the road, requiring an increase of capital in order to carry it on and keep it in working trim. The real motive may be to vest the permanent control of the road in other hands than those of the present stock-holders. Its effect, if the Bill should become a law, would be to depreciate the market value of the stock, and render it almost, if not wholly, unsaleable. It is substantially, therefore, a forced loan—or a confiscation rather, of the stock held by the present stock-holders—for the benefit of the road, or of those who, by means of the issue of new stock, may acquire the control over it. It is, therefore, neither just to the present stock-holders, nor is it for the interest of the State, that the Bill should pass. It would be a great hardship upon the former to impose upon them new partners upon unequal terms, which are altogether discretionary with the President and Directors, and it would be to the serious detriment of the latter if the road should pass under the control of foreign capitalists. The whole number of shares at present capable of being voted at any general election of the Company is 36,017. The Bill authorizes an increase of more than 100,000 shares. An issue of less than half that amount would pass the entire control of the road. To pass the Bill would be therefore to commit absolutely the destinies of the road and the control of our principal high-way to the Lakes and the North-West into the hands of the President and Directors. We cannot believe that the Legislature will be so weak as to do anything of the sort; we are only astonished that the President and Directors should have ventured to ask it.

The shoemaker's strike at Lynn is progressing amid much dangerous excitement, and it is not improbable that the example thus set will be followed in other parts of the country. The method to which these misguided men have resorted to obtain better wages is, unfortunately, not a novel one, and we may anticipate its consequences from our knowledge of the results of similar undertakings. It is now generally conceded, by political economists, by capitalists, and by the more intelligent workmen, that strikes, in nine cases out of ten, not only fail to accomplish their proposed end, but inflict irretrievable damage on most of those who participate in them. If the mechanic receives insufficient wages, it is either because the labor market is overstocked, and the competition for work beats down wages, or because the price obtained for the manufactured article is not such as to enable the manufacturer to pay more for making it, and at the same time realize a profit. To say, under these circumstances, that the capitalist must regulate his business, not with reference to the exigencies of the trade, but according to the wants of those whom he employs, would compel him to close the doors of his factory; and to prohibit artisans from underbidding each other, would be to impose upon them an insupportable tyranny. Now, admitting that the "strikers" of Lynn are receiving even less than they can manage to live on, we may assume their unhappy condition to be owing to one, or perhaps both, of these causes. The boot and shoe trade must be in a depressed state, or there are more men seeking employment in it than it can support. By way of remedying matters, the dissatisfied workmen demand an increase of wages, and this not being granted, they unanimously refuse to work at all. Nor do they simply stop here, but resort to every secret and open expedient that can be devised, to threats and intimidation, as well as to blandishments and promises, in order to prevent those who are so disposed from pursuing their avocations. Having resolved to maintain the ground they have taken, they are not content to remain quiet and bide their time, but having effected among themselves such an organization as renders the physical force at their command, available for any purpose and at the shortest notice, they have proceeded to acts of lawless violence. Threatening letters have been sent to some of the prominent men in the trade; boxes of goods which the owners were endeavoring to send out of Lynn have been forcibly seized by the "strikers" in the express wagons and at the railroad station; the stores of some of the "bosses" have been marked for attack; several citizens have been savagely assaulted, and the police have been assailed several times with volleys of bricks, and some of them seriously hurt. This is but the beginning of the great strike in Lynn, and unless its supporters are checked by the authorities it cannot be doubted that these outrages will be multiplied a hundred fold. We presume none will defend these proceedings, and no one is so unprincipled or ignorant as to need arguments to convince him that they are wholly without justification, as well as ruinous to the cause sought to be advanced by them.

But, supposing the strike to be peaceably and lawfully conducted, is it any the less a mistake and a misfortune for those engaged in it? We think not. The questions involved in this case are happily relieved from the embarrassments by which similar occurrences in Europe are surrounded. The problem which a strike in England sometimes presents is one, we confess, difficult of solution. When the teeming population of Glasgow or Manchester, during a financial crisis or a foreign war, or from any other cause, fails to find adequate remuneration for its work, it is in a position of which the American mechanic can form no conception. The English artisan earns but a pittance at best, and when he is deprived of the opportunity of obtaining it in his native town he knows not where to look; for the neighboring cities are as crowded as his own, and the whole country is swarming with willing and able laborers. No untilled plains or virgin forests invite him, when other resources fail, to betake himself to agriculture, and gain by the hoe and axe the livelihood which the awl or chisel refuse. It would be offering harsh and senseless advice to the mechanics of the cities we have named to tell them in a season of distress to go elsewhere and seek employment, for turn where they may, their hungry brethren are there before them. But, among the many blessings bestowed upon us, the chief is the boundless continent we call our own. There is field enough here for the industry of all, and though trade may languish, and the anvil and loom stand idle, no man, for many a ay to come, need beg his bread. In dealing then, with such issues as this strike present are not hampered by the reflection that men's lives may be cyphered away as we sum up the rights of capital, and that the happiness of thousands may be sacrificed when we insist on a rigid adherence to the theories of free trade. If, therefore, Lynn is overstocked with shoemakers, and their wages have consequently depreciated, they need not want for occupation, and if they cannot find it in one place, or in one department of industry, they are bound to try their fortunes in another. They are under an equal obligation to take this course, if the reduction of their wages is attributable, as is said to be the case, to the general depression of the boot and shoe business. This we are disposed to believe, for we can scarcely think that the manufacturers, if they were making large profits, would have permitted the strike to last more than a very few days without offering to compromise with the workmen. They would prefer, when they found that the latter were bent upon carrying their point, to give an advance on their present wages rather than close their factories for months, and suffer loss from the total stoppage of their business. As, therefore, they have taken so determined a stand, we must presume that the following statement in one of our exchanges, gives a correct account of the position of the manufacturers. The reasons adduced, in favor of their action, seem to be conclusive. The writer says:

"I embraced the opportunity afforded by this adjournment, in company with a gentleman of Lynn, to visit several of the principal 'bosses.' One of them, who is one of the largest, if not the largest, manufacturer in the city, took me into his lofts, and showed me his stock on hand. Two stories of a large building were completely occupied with boxes and racks of shoes, many of which had been for a long time on hand. He said he was glad of the strike, so far as he was concerned, but he pitied the poor strikers, for he believed much misery would be caused among them. He said he had been losing money for a year or more. He had no faith in the success of the strike, but said when he could afford to pay higher wages he should do so.

"Another 'boss' said he was $10,000 poorer now than he should have been if he had not manufactured a shoe for a year. He also lacked confidence in the strike. He believed the interests of the workmen and 'bosses' were identical, and the prosperity of one class was sure to be shown by the other."

Under such circumstances it is absurd to suppose that any combination can compel the "bosses" to carry on a losing business. Nothing can prevent them from closing their factories altogether, and it is to be supposed that they will wind up their affairs sooner than submit to ruinous terms. If the trade is really unprosperous, those who are dependent on it, whether they be "bosses" or journeymen, cannot better it by a resort to extreme measures. They may inflict injury upon each other, but as in almost every instance the strikers have heretofore come off second best, they will be apt to do so now. Men will become soured by the struggle, and impoverished by contributing to the expense of maintaining it; and they will eventually learn by experience what many previous examples should have taught them. They will find in the end that mere majorities cannot control the markets, and that in attempting to do so, they act as foolishly as those who, in a period of scarcity, should refuse bread because they could get but half a loaf.

THE NEW MILEAGE BILL.—The new Mileage bill, reported by the Committee of Ways and Means to the House of Representatives on Tuesday, and which was laid on the table, proposes to pay hereafter *twenty* instead of forty cents per mile, and to compute this mileage on an air line from the home of each member to Washington. The members from Louisiana, for instance, now receive from $1,500 to $2,000 each from the Treasury per annum for travel fees to and from Washington; instead of which, under the new bill, they will receive about $400 each for that same. The three members from Oregon now receive some $5,000 each per annum for mileage; instead of which, the new bill will give them about $1,000 each.

In a notice of the bill the New York *Tribune* of yesterday says: The compensation of members of Congress was originally fixed at six dollars per day's service with six dollars for every twenty miles necessarily traveled in going to or returning from the seat of Government. The mileage was then no more than a fair equivalent to the six dollars per day. But, in process of time, steamboats and railroads have changed all this. A member could formerly average forty miles travel per day, at a cost, including board and lodging, of $8; he now travels three hundred miles per day at a cost of (at the outside) $15. But the new routes are far more circuitous than the old ones; so that, while the members make thousands by the change, the Government loses. It actually costs the country $100,000 more per annum to get its members of Congress to Washington and home again than it would if they traveled on horseback, as Henry Clay, John C. Calhoun and John McLean did forty-five years ago, at the rate of forty miles per day. And the amount to which they are legally entitled is swelled, thousands upon thousands, by dishonest charges and roundabout journeys, made expressly to distend their pockets with public plunder.

THE ELECTION OF PRINTER OF THE HOUSE OF REPRESENTATIVES.—It was announced in the report of the Congressional proceedings of Monday, that ex-Governor Ford, of Ohio, had been elected the Printer of that body. On Tuesday morning Mr. Ford took the oath of office and entered upon his duties. Shortly afterwards, Mr. Ruffin, of North Carolina, arose, and informed the House that before the ballot was announced for Printer on Monday, he asked the Clerk whether his (Mr. Ruffin's) name was recorded, and that the Clerk replied that it was. He added, that upon looking at the ycas and nays himself, he discovered that his name was not recorded, and entered a motion that the journal be rectified. Yesterday morning after some discussion, the election of Mr. Ford, was, on this ground, declared a nullity, and the House again proceeded to vote for Printer, with what success will be seen in our reports of the proceedings in another column.

The steamship Northern Light, from Aspinwall and Havana, arrived at New York at an early hour yesterday morning, bringing the semi-monthly Pacific mails, three hundred passengers, and half a million in treasure. Her advices have been anticipated by the arrival of the Baltic on Sunday last.

MATILDA HERON.

Coleridge once said that "the acting of Kean "was like reading Shakspeare by flashes of light-"ning." Something of this vivid, but irregular power, distinguishes the acting of Matilda Heron. She excels in scenes of strong, stormy passion, and in the expression of intense mental emotion. In the recklessness and loose *abandon* of *Camille*, with her bold disregard for the conventionalities of society, and in the passionate devotion and deep agony with which she clings to the man who has forsaken her, Miss Heron presents but too faithful a portraiture of the class of which *Camille* is a type. If she has failed to reach the same height in the representation of other characters, it is because they afforded less scope for the display of her peculiar powers. But in every *role* she has attempted, which was at all worthy of her genius, she has shown that she possesses all the ability of a great tragic actress. Her engagement at Holliday Street Theatre is now drawing towards a close, and as her merits have not yet received, from our play-going community, that full appreciation which they certainly deserve, we trust that for the remainder of her stay among us she may be greeted with overflowing houses. To-night she appears in the drama of "*Matilde.*"

THE DRAYTONS.—There was quite a large and fashionable audience last night, at the Maryland Institute, on the occasion of the second performance of Mr. and Mrs. Drayton in their popular operettas. We think the reputation which these artists have obtained in other cities is well deserved, and we cordially commend their entertainments to our readers. Mr. Drayton has a rich and highly cultivated voice, and is quite a clever actor. His wife, without much voice, sings artistically and quite sweetly, and plays her part in the operettas with spirit and *naivete*. Senor Oliveira, the violinist, whose solos contribute much to the pleasure of the evening, is a very skilful and pleasing performer. He conducts the orchestra, which is well selected, and in which we noticed our own admirable musician, Prof. Abrend. The entertainment will be repeated this evening, when two new pieces will be given.

MR. AND MRS. GEO. VANDENHOFF give their first reading from Shakspeare and Dickens to-night, at the New Assembly Rooms. Vandenhoff alone, on former occasions, has filled the Hall; and with the additional attraction offered by the co-operation of Mrs. Vandenhoff, we may reasonably anticipate the presence of still larger audiences. The programme is a very effective one, and will meet a variety of tastes. All the best scenes in "*As You Like It*" and Dickens' great trial of *Bardell* vs. *Pickwick*, will satisfy the most exacting and fastidious.

PROF. FOWLER'S COURSE OF LECTURES ON PHRENOLOGY will be repeated at Carroll Hall. The first lecture of the course will be given on Friday evening next, and the series will be continued on Saturday and for four successive evenings of the ensuing week, Sunday excepted.

Rev. C. C. Tiffany, of Connecticut, will deliver, this evening, the fourth lecture of the course in Rev. Dr. Fuller's church, corner of Saratoga and Paca streets. Subject—"German Student-Life."

The Maryland College of Pharmacy will hold its Annual Commencement at Carroll Hall to-night, when the valedictory address will be delivered by Professor Francis Donaldson.

THE NORTHWEST PASSAGE—The British government several years ago offered a reward of twenty thousand pounds sterling to the discoverer of the Northwest Passage. This sum has been awarded to Sir R. McClure, who sailed from Behring's Straits, and went eastward further than any other navigator. He left his ship, after having been shut up in the ice for two years, and proceeded on, till he had joined the expedition at Baffin's Bay, crossing from the Atlantic to the Pacific. Friends of Sir John Franklin think that this sum ought to have been awarded to Lady Franklin.

MRS. SWISSHELM "IN COURT."—A curious case came up for trial in the District Court, before Judge Hampton, on Monday morning—one of some four or five which have been instituted by jewelers and dealers in feminine dry goods, against Mr. James Swisshelm, of Swissvale, the unfortunate husband of the somewhat celebrated Mrs. Jane G. Swisshelm, editor of the St. Cloud (Minnesota) *Visiter*—for various articles furnished by plaintiffs to that lady, and charged to her husband, in May, 1857, a few days before her separating from him. *Pittsburg Dispatch.*

[*FROM OUR OWN CORRESPONDENT.*]

NOMINATION OF UNITED STATES SENATOR—HOW THE BROCK CHARTER STANDS—THE BALTIMORE AND OHIO RAILROAD IN THE SENATE.

ANNAPOLIS, Feb. 29, 1860.

As you are aware, and as has been well understood here for some time would be the case, the Hon. James A. Pearce was nominated for United States Senator on the first ballot by the caucus last night, having received thirty-three votes to thirteen for his next highest competitor. His election of course will follow this action of the caucus in a few days, thus securing to Maryland, for the next six years, the continued service of her present most able and distinguished Senator. After my letter of yesterday closed, the Baltimore Committee had a hearing before the Committee on Corporations of the House, and I suppose fully satisfied it that there would be no difficulty in procuring *bona fide* subscriptions to the Citizens' City Passenger Railway stock. This, together with what a gentleman here well termed the "bomb shell" thrown into the Brock camp by Mr. Morgan, of St. Mary's, yesterday, has caused the Philadelphia company and their legion of friends to look extremely anxious to-day. Many of the opponents of Brock consider him as beaten, but these gentlemen may be too sanguine. He will die hard if he dies at all; but I should not be surprised to hear of proposals for compromise from that side. Brock is not fighting for anything but money, and may regard a half loaf as better than no bread. His friends here say that if he cannot obtain his charter, no other measure will pass; but that seems to me to be only one form of the brag game they have been playing from the first day of the session. If Brock cannot get his charter, I predict that he will be one of the best friends of the three-cent bill, because he will greatly prefer to be bought out of Baltimore on the equitable terms provided in the Citizens' bill to being beaten out by *competition on his own tracks*, which will be attempted if the Legislature adjourns without action, and which cannot be legally prevented. The new police will deprive the road of the defence which was availed of by Brock to obtain possession of the streets; and a new Council elected fairly will unanimously repeal the ordinance under which he affects to claim title to the streets. I think, therefore, if the Philadelphia party find themselves beaten, they will throw all their weight in favor of their present opponents.

The committee in the case of Judge Stump will report to-morrow, having been kept back, it is said, by the delay of the printer to the Senate in printing the evidence. This is now complete, and will be laid on the members' tables to-morrow. [An abstract of this testimony appears on another page.—ED.]

In the Senate, to-day, both the measures affecting the Baltimore and Ohio Railroad were the orders of the day, and in both, the Railroad seemed to suffer defeat. The first was the bill to limit the charges on the way freights to a reduced maximum, so as to prevent not only the exorbitant charges which have been complained of, but fluctuations in the rates, which are quite as ruinous to the interests involved as rates permanently high. On this bill there was a discussion, in which the farmer of Linganore, and the Senators from Baltimore and Allegany counties, took part, and the friends of the measure say it would have passed; but, on motion of Mr. Yellott, it was recommitted to a Special Committee of three, in order to arrive at the truth in respect to certain statements of the President of the road as to the effect of the limitation upon the rates.

The bill to increase the stockholder direction was next taken up and defeated by a vote of eleven to seven; but on motion of Mr. Miles, of St. Mary's, was re-considered, and made the order of the day for to-morrow. It is difficult to understand the drift of this, but I cannot imagine that the result will be affected by the move. It seems to me entirely impossible to induce a Legislature of Maryland to assent to so extraordinary a proposition as that involved in his bill. The President, the Master of Transportation and several of the Directors, &c., &c., have been here to-day and were attentive observers of the proceedings of the Senate.

WASHINGTON NEWS.

MEXICAN AFFAIRS—THE TREATY—PROTECTION OF AMERICAN INTERESTS ON THE MEXICAN FRONTIER—THE TARIFF—MISCELLANEOUS.

The Washington correspondent of the Philadelphia *Press*, who writes over the signature of "Occasional," thus mysteriously alludes to the shadow of coming events in Mexico:

Do not be at all astonished if, within a few days, the whole country is agitated by such a demonstration upon Mexico as will present new and exciting issues to the people. The pear is almost ripe, and, I have no doubt, in a short time will fall into our lap. It is said a number of the military men now in this city, from all parts of the Union, are preparing to rush to the field of strife the moment the first gun is fired. The conflict between the factions in Mexico has reached that height that the empire is being rent to pieces, and the population, once so bitterly hostile to everything like annexation to the United States, now look to this country as their only refuge from utter anarchy, and continued and bloody civil war. At this juncture, with General Houston Governor of Texas, I would not be at all surprised if the Hero of San Jacinto should himself be placed at the head of an army of liberation, and should override all politicians by permanently settling that troublesome problem, and thus making himself the Chief Magistrate of the American nation.

The correspondent of the New York *Herald* says: General Forbes Britton arrived in Washington on Tuesday with important despatches from General Houston to the government. They were immediately communicated to the Secretary of War, who was at the time in Cabinet council. Of course it is not known what action was taken in regard to the matter. The General represents the most deplorable state of things on the whole line of our Mexican frontier, and if our government do not render the necessary protection, the Texans will take the matter in their own hands, and, if necessary, carry the war into the enemy's country.

The Senator from Texas, Mr. Wigfall, we are told, has no confirmation of the alleged projected movements of General Houston into Mexico; but we must wait the development of the despatches by General H.'s special messenger.

A good deal of opposition is manifested to the Mexican treaty, aside from the direct avowed interference it contemplates on the part of the United States, because of the mysterious application which is to be made of the four millions which are to be given to Mexico. Half of this sum is ostensibly to be paid to Juarez, as the necessary sinews of war, to enable him to compete successfully with Miramon, but the other half is to be paid to American creditors against Mexico. Now, who are these creditors? No information upon this subject is vouchsafed—but from the interest which the lobby takes in urging the ratification of the treaty intact, it is sufficiently evident these creditors are live individuals, corporeally present in Washington.

On the whole, it is probable that the money clause of the treaty will not pass unless it is clearly understood beforehand where the money is to go, and the nature of the "damages" which it is designed to cover.

The impression prevails that the treaty will be rejected. The Republican Senators are said to be a unit against its ratification. Without their aid it cannot pass.

The government have ordered the United States revenue cutter stationed at New Orleans to Vera Cruz, to aid in protecting American citizens and property in case of an attack upon that city by the Miramon party. It is understood instructions have been sent by our government, which will be carried out by the revenue cutter to the Gulf Squadron, or that portion of it in the vicinity of Vera Cruz, to hold themselves in readiness, and to render such aid to our citizens as may be necessary to protect them against Miramon, or any other parties who may attempt to interfere with them.

The Secretary of War has issued orders to the officers on the Mexican frontier to pursue and arrest, wherever they are to be found, the Mexican banditti that have or may invade American territory. These orders will be fully carried out, and the Administration are determined to suppress and bring to justice these marauders and infamous bandits who are robbing and murdering throughout the entire section of country.

The Committee of Ways and Means will take up the Tariff soon, as the principal appropriations are ready to be reported. It may be assumed that they will not authorize the re-issue of the $20,000,000 of Treasury notes granted by the last Congress, but require them to be funded, so that the country may see the amount of the actual debt created by the present Administration. This Loan and Tariff bill will probably be coupled together, so as to facilitate the passage of both.

The impression prevails that the President will nominate Mr. Mason, late Commissioner of Patents, as Superintendent of the Census, instead of Mr. Kennedy, who has been a Whig, Democrat, Republican, American, and any thing else which would pay expenses.

The War department have received advices from Gen. Harney, who is still at Fort Vancouver.—There was no political news of importance. Everything was quiet in the neighborhood of San Juan.

The sloop-of-war Vincennes, late of the African squadron, has been ordered to Boston, and not New York, as erroneously stated.

The Committees of the House are crowded with business, and are working it up as fast as possible, in order to enter upon the political contest for the Presidency.

THE BALTIMORE AND OHIO RAILROAD AND THE STATE OF VIRGINIA.—The timely and appropriate resolutions passed by the House of Delegates, on Thursday, and concurred in by the Senate, which were published at length in our proceedings of both Houses, are now the duly expressed judgment of the State concerning this great road, which, in the language of its able President, has shown itself to be a reliable "bulwark of the border."

We are advised that W. Prescott Smith, Esq., one of the most energetic of the general officers of the road, was last week in Richmond with his secretary, and that he has presented the account of his company against the State, for services performed during the recent Harper's Ferry and Charlestown affairs. It is understood that the charges are very moderate, and include nothing for extraordinary services, or for losses and outlays incidental to the peculiar and trying circumstances in which the road was placed. The auditing board are said to have passed the account, and to have been quite impressed with the considerate liberality which it indicates on the part of the Railroad Company.—*Richmond Enquirer.*

THE WASHOE EXCITEMENT.—We learn by our California advices, that the discovery of the Washoe silver mines is creating an excitement in San Francisco, equal to those of the discoveries at Pike's Peak and Fraser River. Money was hard to get at in San Francisco, but everybody who can raise a thousand is putting it in Washoe. Judges and lawyers, merchants and mechanics are all afflicted. Doctors on the way to see sick patients stop their horses on the corners to talk Washoe. The ladies talk Washoe, and dream of $400 dresses to come from it. Mechanics knock off work if they own a few feet, and consider their fortune made.

STEAM FROM NEW ORLEANS TO LIVERPOOL.—At a meeting of the New Orleans Chamber of Commerce, held on the 17th inst., a report was read from a committee to whom had been referred a plan for the establishment of a direct line of screw steamers between New Orleans and Liverpool with American and British capital. The plan was proposed by Mr. Frederick Sabel, of Liverpool, and contemplates a line of six iron screw steamers of about 1,500 tons register, to carry each about 3,500 bales of cotton, to draw when loaded not over 16½ feet water, and to make the passage from port to port within 25 days.

THE GREAT EASTERN.—The investigating committee, appointed by the proprietors of the great ship to inquire into the state of that enterprise, reported at a recent meeting held in London, recommending that the directors should be authorized to borrow a sum not to exceed $250,000, in order to equip the ship for sea without further loss of time. The Great Eastern now requires an estimated outlay of not more than $150,000 to send her on a voyage to America, equipped in accordance with the requirements of the Board of Trade. Her cost to the proprietors will then be about $1,900,000, or something less than $85 per ton.

WHITE Adams' express wagon was passing through the streets of Boston, on Friday last, a case containing ninety-six silver Swiss watches was stolen from the wagon.

[*From the Boston Courier of Tuesday.*]

MOVEMENTS OF THE STRIKERS.

The Lynn strikers formed in procession yesterday morning, according to the predetermined plan, numbering about seven hundred persons, and marched to Marblehead, accompanied by the Lynn Cornet Band. Those who were in the procession conducted themselves in a very orderly manner. They were cheered at various places on the route, and when they arrived at the borders of the town, were met by a delegation of the Marblehead strikers, numbering about two hundred persons, and escorted to Market Square. Here they were addressed by Mr. Peter Dixie and others, after which they partook of a cold collation.

The reporters, who followed in the rear of the procession in a carriage when it entered the town, were received with the usual salutation which greets a stranger well favored enough to be in the possession of a conveyance, which is "let's rock 'em." They were accordingly "rocked" to a damaging extent, so far as the horse was concerned.

The procession marched through the principal streets of the town, which vary in width from five to ten feet. After they had disposed of their "cold bite," and after reviewing all the interesting localities, they proceeded to the Common, where speeches were made by Samuel Green, Mr. Bisbee, and others. No new doctrines were advanced by the speakers. About 4 o'clock the procession was re-formed, and after cheering their entertainers, they marched back to Lynn, where they arrived about 6 o'clock.

William H. Perry, who was arrested on Saturday for creating a disturbance, and sent to Salem, was examined yesterday, and held in $4,000 bonds. He was bailed by Martin Hood.

The shoemakers of Haverhill, agreeably to a vote passed at their meeting on Saturday evening last, struck for higher wages yesterday, and assembled at the Town Hall at nine o'clock, for the purpose of raising funds to carry on the movement, and to organize themselves into a protective association.

Geo. W. Hawley was elected Chairman, and he announced that four-fifths of those who had agreed to strike would join the association. He was in favor of stopping work until the bosses had agreed to sign the schedule of prices adopted at the meeting on Saturday evening; and the question being put to a vote was unanimously adopted.

On motion of Thomas Salter, Mr. Hawley was elected Chief-Marshal of the Strike, which he accepted on condition that they would all agree to obey his orders and refrain from all riotous proceedings against manufacturers and expressmen.

A committee of five was then appointed to wait upon the manufacturers and request them to sign the list of prices, after which it was voted that every striker finish the work he has commenced and return it to his boss.

A committee of ten was then appointed to canvass the towns of Haverhill and Bradford, and obtain the signatures of workmen to the bill of prices and get them to join the association.

ANOTHER FAILURE IN UNITED STATES STEAMERS.—The San Francisco (Cal.) *Bulletin*, in alluding to the Saginaw, the United States steamer recently built at that place, states that she is constructed of a close, brittle, short-grained wood, (the laurel, or California oak,) which was not properly seasoned, and is very liable to dry-rot. The decks are said to be of Oregon pine, which, says the *Bulletin*, "is heavy, strong and suitable for beams, carlines, kelsons, &c., but totally unfit for decks." Again, the *Bulletin says*: "The steamer's decks are of Oregon pine, famous for shrinking; and, although caulked as never decks were before, will prove *sieves*, rendering her cabin, ward room, steerage and berth-deck quite unfit for habitation." A little rough weather, which she encountered on her trial trip, caused her to return to port two days sooner than was intended, and she is to undergo alterations and repairs, which will detain her from her Chinese trip at least two months longer. Her cost was $200,000. So far, we believe the only steamers which have given entire satisfaction are those built at the Philadelphia navy yard.

MARRIED

On the 28th ultimo, at St. James' A. P. E. Church, by Rev. H. H. Webb, LEWIS KENELLY to Miss LYDIA ANN WILSON, both of Harford county, Md.

On the 14th ultimo, by Rev. C. F. Deininger, J. F. HEISS to Miss KATE FISHER, all of this city.

DIED.

On the 28th ult., SARAH ANN, consort of Daniel Emich, in the 51st year of her age.

On the 28th ultimo ROSE CASERLY, wife of Michael Mahon.

On the 25th instant, LEWIS WISE, Sr., in the 64th year of his age.

On the 28th ultimo, Mrs. LAURA J. SHUCK, daughter of Washington and Francis Mitchell, in the 19th year of her age.

On the 28th ultimo, THOMAS PLUNKETT, in the 19th year of his age.

On the 27th ultimo, HIPOLET THOMAS, son of P. Thomas, aged 9 months and 16 days.

WAS SHYLOCK A JEW OR CHRISTIAN? AN Israelite friend of mine wishes some Christian friend to prove the affirmative, as he contends that Shylock was a Christian. For my part, I do not know whether he was either; but this I do know, that my "HAIR COLORING FLUID" will change grey hair to its original without staining the skin in its application.

Price 50 cents per bottle.

D. C. DRISCOLL,
35 Baltimore street.

CHARLES GILMOR,
No. 18 SECOND STREET, near the Post Office.
SOLE AGENT
In this market for the sale of the
BALTIMORE COAL COMPANY'S
CELEBRATED ANTHRACITE COAL.
CUMBERLAND COAL, from the best George's Creek Mines, for sale at the lowest rates.

I keep on hand the largest stock of Anthracite Coal of any dealer in this market, and am always prepared to fill orders for any quantity, and size with promptness.

CHAS. GILMOR,
Sole Agent Baltimore Coal Company,
and Agent for the best Bituminous Coals.

WE WOULD SUGGEST TO THOSE OF OUR READER who are in want of a REALLY SUPERIOR COOK STOVE, to call upon

MESSRS. ROBBINS & CO.,
46 and 48 Light street,

And examine their celebrated
MARSHBANK FULTON,

For Wood or Coal. This Stove has a better reputation (from the hundreds who have tried it) than any other within the scope of our knowledge, and certainly deserves it. Call and see it. e7-eotf

THE
MUTUAL LIFE INSURANCE COMPANY
OF NEW YORK.

CASH ASSETS,
$6,000,000,

BELONGING EXCLUSIVELY TO THE POLICY HOLDERS,

Invested in Bond and Mortgage on Real Estate worth more than double the amount loaned, and the income of which has for several years past, PAID ALL ITS LOSSES by death.

☞ Rates of Premium as low as in any other Life Insurance Company.

GEO. W. TINGES, Agent,
ja28-eot5Ap 245 and 247 Baltimore street.

IT IS NOT A DYE
NOR DOES IT STAIN THE SKIN.
No Introduction Needed.

NEW YORK, April 12, 1858

W. E. HAGAN, Esq.—Dear Sir: About five months since I bought two bottles of your Hair Colouring, and am now desirous of obtaining more, and would inquire where it may be found here. My hair, when quite young, turned gray *I have used a number of articles for the purpose of restoring it, but did not succeed until I obtained this, which has produced the desired effect.* I have been requested by a number of my friends (among them several ladies) to procure it if possible. I am much pleased with it, for it has made a great improvement in my personal appearance. By answering this you will much oblige,

Yours, very respectfully,
H. C. GOODRICH.

Steamer Bridgeport, Peck Slip, New York.

☞ Price 50 cents per bottle. For sale by S. S. HANCE, 108 Baltimore street. W. E. HAGAN & CO., Proprietors, Troy, N. Y. d15-eoly

GREAT IMPROVEMENTS
IN
SHIRTS.

SHIRTS MADE TO ORDER
BY
OUR OWN PATTERN,
FINISHED IN THE VERY BEST MANNER,
AND WARRANTED TO FIT.

WILLIAM E. OWENS,
fe27-tf 205 Baltimore street.

ECONOMY! ECONOMY!!
A DOLLAR SAVED IS TWO DOLLARS MADE.
This can be done by purchasing Wood already Sawed and Split, at office of City Steam Fire Wood Mill,
No. 3 NORTH STREET.
s19-tf JAMES H. JOHNSON.

WHEELER & WILSON'S
SEWING MACHINES.
New and Valuable Improvements
DIAGRAM OF THE LOCK STITCH.

Wheeler & Wilson has, as usual, won the highest premium at the Fair of the American Institute, and at the principal Fairs throughout the Union.

☞ Send for a Circular.

OFFICE—205 W. BALTIMORE STREET,
d13-tf Baltimore, Md.

THE BEST SEWING MACHINE.

The only First Premium on Sewing Machines for Family and General Manufacturing Purposes was awarded to
LISTER'S SEWING MACHINES,
At the late Fair of the Maryland Institute for their superiority over all others. Price $50 and upwards.

SALES ROOMS,
n14-tf 163 Baltimore street.

GUAVA JELLY, &c.

Fresh importation in boxes of 4, 2, 1 and ½ lbs., as low as it can be bought in Havana.

Also, HAVANA PRESERVES, all of fine quality.

For sale by WM. H. MCLEAN,
fe25 tf 52 N. Charles street.

WOOD
and
COAL

The best quality COALS, and the SAWED AND SPLIT WOOD, at lowest cash prices, for sale by

J. HENRY GIESE & CO.,
fe3-1m No. 9 SOUTH STREET

FOR LENT.

Lake Superior TROUT and WHITE FISH. Also, No. 1 MACKEREL, Susquehanna and Labrador HERRING, in kits, halves and quarter bbls., all in excellent order and of fine quality, just received by.

GREEN & YOE,
fe16-tf 88 Baltimore street.

BOSTON COAL COMPANY'S LUMP COAL,
FOR SALE LOW BY
HALL & LONEY,
56 Buchanan's wharf,
or T. D. LONEY & CO,
s21-tf 84 South str

FINE QUALITY PLATED TEA SETS, URNS, CASTORS, Cake Baskets, &c., for sale at moderate prices.

J. & R. CAMPBELL,
n11 tf R. GER COR 227 Baltimore street

KINDLING WOOD! KINDLING WOOD!
SAWED AND SPLIT WOOD, OF ANY SIZE
At Office of City Steam Fire Wood Mill,
No. 3 NORTH STREET.
s10-tf JAS. H. JOHNSON

SUPERIOR HAMS.

Just received, of a quality to suit the best judges. For sale by WM. H. MCLEAN,
ja25-tf 52 N. Charles st.

SHIRTS MADE TO ORDER.

GENTLEMEN'S' BELONGINGS.

Being desirous of reducing our business to a perfect system, we have disposed of nearly all our employees, and attend personally to each department, feeling assured, from our long experience and perfect knowledge of this business, we can give entire satisfaction. We shall be prompt, attentive, and sell the very best and most choice goods, at moderate and uniform prices.

CONSTABLE, WALKER & CO.,
155 Baltimore street.
fe10-tf Opposite the Museum.

WOOD! WOOD!! WOOD!!!

SAVE 20 PER CENT. by buying your Wood at Office of City Steam Fire Wood Mill,
No. 3 NORTH STREET.
JAMES H. JOHNSON

THE LARGEST FURNITURE
AND CHAIR MANUFACTORY IN THIS CITY,
AT
E. MOUNT'S,
No. 31 NORTH GAY STREET, Baltimore,
Opposite the Odd Fellows' Hall.

Where can be found the largest stock of Baltimore made Furniture in this city. Citizens and strangers are requested to examine this stock of Furniture before purchasing, as there can be found always on hand and made to order:

TETE-A-TETES, in Brocatelle, Plush or Hair Cloth; SOFAS, Walnut and Mahogany, in Plush, Hair Cloth, or covered in any goods to order; Full French Parlor, Half French, Arm, Rocking, and easy CHAIRS, of various patterns in Brocatelle, Plush, or Hair Cloth. CHAMBER SUITS, in Walnut and Mahogany, of various styles; from $30 to $200; a large assortment of Cane-Seat Rocking, Chamber, Dining and Reception Chairs, in Walnut, Oak, &c.; EXTENSION TABLES. SIDE BOARDS, and WHAT-NOTS, of all patterns; Hair, Husk and Spring MATTRESSES on hand and made to order. All goods carefully packed.

E. MOUNT,
fe2 tf No. 31 N. Gay st., opp. Odd Fellows' Hall

MANN'S HOTEL AND DINING ROOMS.
124 W. BALTIMORE STREET,
ON THE EUROPEAN PLAN.

We still continue to serve up Meals at our very moderate charges, with OYSTERS, TERRAPINS, GAME, FISH and FOWL. Parties, large or small, accommodated in our large and private Dining Rooms, on second floor. Thankful for the very liberal patronage received, we respectfully ask a continuance of the same.

Our Chambers have recently been refurnished, and will compare favorably with any other Hotel. Single Rooms, 50 cents.

☞ MANN'S CONGRESS HALL BOWLING SALOON is in the rear of this house. No. 50 FAYETTE STREET.
n24-tf C. H. MANN, Proprietor.

PAPER-HANGINGS.
HOWELL & BROTHERS,
MANUFACTURERERS,

Invite the attention of wholesale and retail dealers to the large stock of

PAPER-HANGINGS

On hand at our store,